

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. – 8. (Cancelled).

9. (New) A control system for a vehicle having an electronically controllable drive train, comprising having a coordination level which can be assigned to a system control device and in which set point values are generated from state variables of the vehicle and from driver's wishes and actuation signals for actuating actuators are generated therefrom;

an execution level which is subordinate to the coordination level and has actuators for executing the actuation signals,

an axle electronic module for activating at least one brake actuator assigned to an axle of the vehicle, said axle electronic module arranged in the region of the vehicle axle, wherein the axle electronic module is connected to the coordination level in order to transmit said set point values, and determines actuation signals from the set point values in order to control a respective one of said at least one axle actuator, and wherein the axle electronic module is connected to a controllable differential lock in order to transmit the actuation signals.

10. (New) The control system as claimed in claim 9, wherein the control system has an axle control device assigned to the execution level, and arranged in the region of the vehicle axle and containing the axle electronic module.

11. (New) The control system as claimed in claim 9, wherein the axle electronic module has sensors for sensing the axle torques, and an actuator is provided for locking the differential, said actuator activating the differential lock when the axle torques reach a predetermined value.

12. (New) The control system as claimed in claim 9, wherein the axle electronic module comprises at least one of electronics, and software, and local control circuits for at least one of braking, and locking of a differential, and pitching and rolling, and regulating a ride level.

13. (New) The control system as claimed in claim 12, wherein said at least one of the electronics and the software and the local control circuit for the brake function regulates at least one element from the following list:

- brake pressure,
- local ABS,
- ABS signal acquisition and processing,
- active wear adjustment for a vehicle brake,
- sensing of brake lining wear.

14. (New) The control system as claimed in claim 12, wherein the differential lock is designed as an ESP-compatible differential lock.

15. (New) The control system as claimed in claim 12, wherein said at least one of the electronics and the software and the local control circuit has a local algorithm at least one of the pitching and the rolling function.

16. (New) The control system as claimed in claim 12, wherein the axle electronic module comprises at least one of electronics and software and local control circuits for at least one element from the following group:

- tire management system,
- lubricant management system for axle differential,
- tire pressure sensor,
- axle-related actuators.

17. (New) The control system as claimed in claim 16 wherein the tire management system includes calculation of a coefficient of friction.

18. (New) The control system as claimed in claim 10, wherein the axle electronic module has sensors for sensing the axle torques, and an actuator is

provided for locking the differential, said actuator activating the differential lock when the axle torques reach a predetermined value.

19. (New) The control system as claimed in claim 10, wherein the axle electronic module comprises at least one of electronics, and software, and local control circuits for at least one of braking, and locking of a differential, and pitching and rolling, and regulating a ride level.

20. (New) The control system as claimed in claim 11, wherein the axle electronic module comprises at least one of electronics, and software, and local control circuits for at least one of braking, and locking of a differential, and pitching and rolling, and regulating a ride level.

21. (New) The control system as claimed in claim 13, wherein the differential lock is designed as an ESP-compatible differential lock.

22. (New) The control system as claimed in claim 13, wherein said at least one of the electronics and the software and the local control circuit has a local algorithm at least one of the pitching and the rolling function.

23. (New) The control system as claimed in claim 14, wherein said at least one of the electronics and the software and the local control circuit has a local algorithm at least one of the pitching and the rolling function.

24. (New) The control system as claimed in claim 13, wherein the axle electronic module comprises at least one of electronics and software and local control circuits for at least one element from the following group:

- tire management system,
- lubricant management system for axle differential,
- tire pressure sensor,
- axle-related actuators.

25. (New) The control system as claimed in claim 14, wherein the axle electronic module comprises at least one of electronics and software and local control circuits for at least one element from the following group:

tire management system,  
lubricant management system for axle differential,  
tire pressure sensor,  
axle-related actuators.